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ALEXANDRIA GAZETTE
AND VIRGINIA ADVERTISER.
(FOR THE COUNTRY)

Is published regularly on MONDAYS, WEDNESDAYS and FRIDAYS, at SIX DOLLARS PER ANNUM—payable in advance.

TERMS OF ADVERTISING:
One square, of eight lines, one dollar, for the first insertion and twenty-five cents for each subsequent one. Liberal terms made for yearly advertisers.
Marriage Notices and Obituaries, exceeding five lines, will be charged for.
All communications of a personal character, will be charged for at advertisement rates.
All communications must be accompanied by the names of the authors, and rejected communications cannot be returned.

GENTLEMEN'S FASHIONS.

Business and morning coats will still be worn short, and the variety with short tails will prevail. Walking coats will close high on the chest, the collar will be small and be cut away in front with square broad shoulders. The double breasted reeling jacket still continues a favorite for the street. Cheviot suits, of the material, are much liked, and will be much worn this fall. Diagonals faced with silk will be a prevailing material for coats. These will be double breasted. Broadcloth will not be used except for full dress coats. Dress coats for evening will be the English variety of several colors, such as dachias, anelines, London smokes, blues and blacks. Sleeves will be of medium size.

The style of overcoats will be completely changed. Surtouts or frock-tops, will be the style. These will not be so long as formerly, but merely reach to the knees or just above them; being merely long enough to conceal the under garment. Yet the sack overcoat is such a favorite for comfort that it will not be wholly discarded; but instead of being double breasted as heretofore, it will be single with a fly. Overcoats of all descriptions will be made mostly of beaver and other rough materials.

Full dress vests will be low in the roll, of black silk, and have but three buttons. The tendency of all vests is to button lower than heretofore.

Pantalons are to be worn as tight as possible, and the peculiarity this Autumn is a very broad broken stripe one and a half and two inches wide. The styles will be diagonal weaves, checks and plaids. The prevailing color is green; and, indeed, some shades of this color is a favorite for coats also.

Dress shirt bosoms will not be plaited, but have the center very highly embroidered. The button holes are made entirely for the new eyelet studs. Common bosoms will have the plaits of all widths to suit the purchaser.

Garrote collars will have the fronts turned down. The Shakespeares will not not be so deep as heretofore. In scarfs, very high colors and probably stripes will prevail. The scarfs will be confined with a tunnel shaped ring of copper—alloyed gold—the so-called red gold. Pins will not be worn. Dress neckties will be wholly of black. Cuffs will be as heretofore, not turnbacks.

Silk hats have low crowns, broad brims, and are very well shaped. The styles of soft hats are as yet undetermined.

The prevailing style of high shoes, will be double soled, box and tipped, buttoned or laced gaiters. Imitation buttoned with congress sides are also worn. These and boots are not so pointed as heretofore.

GORDONSVILLE.

Gordonville is growing a with rapidity which promises to make it in a few years an important inland town. There are already some thirty stores, large and small, in the village; and going up as many houses of various kinds are going up, and applications to rent buildings and business stands are received daily. In addition to a number of handsome residences, a Methodist Church will soon be erected. Besides an extensive establishment for the manufacturing of agricultural implements, Gordonville can boast a steam mill for grinding bones, plaster and corn, and a saw-mill attached, a tannery and a hat factory, all doing a fine business. Being the *entrepot* of parts of Page, Rockingham, Albemarle, Louisa, Orange and Greene, it is not to be wondered that so much business is transacted in Gordonville. In the morning the place is enlivened by the arrival of four passenger trains; but after their departure it does not, as is generally supposed, subside into monotonous silence, for the streets are encumbered with mountain wagons, and the freight and material trains keep up the bustle, oftentimes until long after midnight. Gordonville is destined to become another Mugby Junction, but with better refreshment rooms, for there are now very good eating houses, where those who do not fancy the contents of the innumerable waiters which the colored gentry hand around, can obtain as good a dinner as a traveller could desire. Both the railroads which unite at this point are now doing a heavy business. The Central Railroad has a train which is fully occupied with the freight between Gordonville and Richmond, and one or two more which do the work on the rest of the line. In fact, we are told that the Central has hardly rolling stock enough to keep up with its increasing traffic. On the other hand, the Orange road is crowded to more than its capacity with the Southern western trade and travel, and is only enabled to answer the demands for transportation by the friendly assistance of the Baltimore and Ohio road. As it is, the freight engines are frequently so burdened with cars that their pant and struggle as if their great iron hearts would burst. In spite of the disasters that have befallen our country and diminished its productions, we can still form an idea of the immense business which these two great roads will have to perform in after years—a business which will not only build up our great cities, but extend its vivifying influence to Gordonsville, Charlottesville, Orange, Louisa, Culpeper, and every station along their lines.—*Orange Examiner.*

ALEX. LOUDOUN & HAMPSHIRE R. R.
We call the attention of the President of the Alexandria, Loudoun and Hampshire Railroad, to the inconvenience to which the travelling public from this section, who wish to pass over his road via Alexandria to Baltimore, or farther North, are subjected, by the uncertainty of arriving in Alexandria in time to take the 4 o'clock train (or the train that leaves Washington about that hour) for Baltimore. With the present arrangement, passengers are compelled to remain in Alexandria or Washington until late in the evening, and arrive in Baltimore about 9 o'clock at night, when they must be there by 5 o'clock. A number of persons go by the Baltimore and Ohio Railroad in consequence of this inconvenience. Would it be a serious derangement of your time table to have your train arrive in Alexandria an hour or half an hour sooner? If not, it would pay well to make the alteration.—*Leesburg Washingtonian.*

RAILROAD LINES.

ORANGE, ALEXANDRIA AND MANASSAS RAILROAD.
On and after MONDAY, Sept. 24th, two daily passenger trains will run between WASHINGTON and LYNCHBURG, the day train connecting at Gordonsville with the Virginia Central Railroad to RICHMOND, and both trains at LYNCHBURG with the Virginia and Tennessee Railroad, for NEW ORLEANS and intermediate points.

Through tickets, and baggage checked to Richmond, and all points South and Southwest. Leave Washington daily at 5:50 a. m. and 6:10 p. m.; and Alexandria at 7:00 a. m. and 7:15 p. m.; arriving at Lynchburg at 4:15 p. m., and 4:07 a. m., and at Richmond at 4:00 p. m., and 4:10 a. m. Leave Lynchburg at 7:10 a. m. and 8:15 p. m.; arrive at Alexandria at 5:25 p. m. and 7:20 a. m., and at Washington at 5:25 p. m. and 7:20 a. m.

Passengers for points between MANASSAS JUNCTION and PIEDMONT leave Alexandria daily (Sunday excepted) at 7:00 a. m., arriving at Piedmont, the present western terminus, at 12:30 p. m. Eastward, leave Piedmont at 10:30 a. m., and arrive at Alexandria 1:30 p. m.

J. M. BROODUS, General Ticket Agent.

je 15

ALEXANDRIA, LOUDOUN AND HAMPSHIRE RAILROAD.

NEW ARRANGEMENT, BEGINNING MONDAY, JUNE 3, 1867.
Leave Alexandria daily, except Sundays, at 8 a. m., for Leesburg, returning leave Leesburg at 12:15 p. m.

Connecting at Leesburg with Potomac's Line of First-class Coaches, which leave Leesburg on Tuesdays, Thursdays and Saturdays, for Hamilton, Purcellville, Snickersville, Berryville, Winchester and Capon Springs, returning on Mondays, Wednesdays and Fridays.

Leaves Leesburg for Middleburg on Mondays, Wednesdays and Fridays, on the arrival of the railroad train from Alexandria, and arrives at Middleburg at 3 p. m.

Leaves Middleburg on Tuesdays, Thursdays and Saturdays, at 7 a. m., and arrives at Leesburg at 12:15 p. m., and (per railroad) arrives at Alexandria at 3 p. m., in ample time for Washington and Baltimore the same day.

From and after June 3, the coaches will run daily from Winchester to Capon Springs PARK.

FROM ALEXANDRIA TO
Leesburg.....\$2.00 | Capon Springs.....\$7.25
Hamilton.....2.75 | Ball's Mills.....2.25
Purcellville.....3.00 | Aldie.....2.75
Berryville.....4.50 | Middleburg.....3.25
Winchester.....5.00

Goods sent by New York, Philadelphia and Baltimore steam lines, and Adams' Express, to care of R. H. Havenner, Freight Agent, at Alexandria, will be forwarded as far as Leesburg free of charge, other than our regular tariff rates.

Commutation Passenger Tickets between Alexandria and Leesburg and intermediate Stations at cheap rates.

WASHINGTON BLYTHE, General Superintendent.

my 27-ly

STAGE LINES.

MAIL LINE FROM ALEXANDRIA TO WINCHESTER.

THROUGH IN ONE DAY.

Coaches will leave Alexandria every TUESDAY, THURSDAY and SATURDAY (until further notice) at three o'clock a. m., arriving at Winchester on the same days at 7 p. m., reaching Upperville at 2 p. m., in time for dinner.

Leave Winchester on WEDNESDAYS, FRIDAYS and SUNDAYS, at 3 o'clock a. m., reaching Alexandria at 7 o'clock p. m. same days, in time to connect with the cars and boats for Washington and the North.

This line connects with the line from Piedmont Station to Upperville, going and returning.

The proprietor gives his personal supervision to the entire route, and will employ none but the most careful drivers, of strict attention to the comfort of all who may favor him, he hopes to merit the patronage heretofore so liberally bestowed.

OFFICES—Alexandria, Mansion House; Winchester, Taylor's Hotel.

je 20-ly

WM. WHALEY, Proprietor.

LUMBER DEALERS.

B. F. BRUNER,

LUMBER MERCHANT.

All kinds of lumber constantly on hand, and sold at the lowest market rates.

Fronting on Union and Duke sts., Jas. Green & Son's old stand.

WANTED—1000 cords of good CHESTNUT OAK BARK, for which we will pay \$12 per cord, delivered at Alexandria on the cars of the Orange & Alexandria, or Manassas Gap R.R., or at the Tannery. Merchants or others wishing to contract with us for 100 or 200 cords, can do so by calling on us at our store, No. 21, King street. We have always on hand OAK and HEMLOCK SOLE LEATHER, UPPER LEATHER, of all kinds, Harness, Bridle and Skirting Leather, which we sell at the lowest prices for good BEEF HIDES, dry and green.

ap 9-60tf

C. C. SMOOT & SON.

ALEXANDRIA STEAM DYING AND CLOTH DRESSING ESTABLISHMENT. (Established in 1843.) A. D. WARFIELD, Proprietor.

Crape Shawls, Silk Dresses, Merinos, Mousselines, and all kinds of Ladies Dress Goods Cleaned and Dyed in the very best manner.

Cleaned and Re-dyed, if necessary, in a style not to be surpassed by any establishment in the country. In a word all I ask is a trial. You can find me at all times at my establishment, No. 27, south Fairfax street, ready and willing to accommodate all who may desire my services. Goods carefully packed and forwarded to any part of the country.

Aug 30-2m

PAINTS, OILS, &c.—Lewis's Lead, Phoenix ditto, Venetian Red, dry, and in oil; Linseed Oil, Boiled ditto, Asphaltum Varnish, Turpentine ditto, Japan ditto, Picture ditto, Ground Colors of all kinds, Fire Proof Paint, Yellow Ochre, Lamp Black, Paint Brushes, Varnish and Artists do., Prepared Canvas, Kerosene Oil, Lard do., Lubricating ditto, Petroleum ditto, Olive ditto, Cotton Seed do., Naphtha Oil, and in fact every kind of Paint and oil required, all of which we offer at the lowest market rates. Quotations given when required.

E. S. LEADBEATER & CO., No. 7, South Fairfax street.

sep 5-2w

REFINED SUGARS.

108 lbs. A, Circle A and B Refined Sugars, 20 lbs. Golden Syrup, received this day from schooner Alfred E. Smyrk, from the Virginia Steam Sugar Refinery, Richmond. These Sugars are of very superior quality, and will be sold as low as they can be gotten from Baltimore.

je 31

GEO. H. ROBINSON.

BIRD SEED.

Just received 300 lbs. BIRD SEED, which I will retail at 15c per lb.

AUGUSTUS WALL,

aug 9-2m

204, King st.

GUANO—250 tons No. 1 PERUVIAN GUANO, part of cargoes of ships Jos. Clarke and Salute, from Chincha Islands, taken from alongside of ships, and for sale by

se 4 tf

B. H. LAMBERT, 15 Union wharf.

TEAS—15 half chests and boxes Gunpowder, Imperial, Oolong, Black, and in unbleached Japan, just received and in store for sale by

aug 16

A. J. FLEMING.

CHESTNUT RAILS—10,000 Chestnut Rails, for Fencing, for sale by

aug 28

W. A. SMOOT & CO.,

No. 8, King street.

RAILROAD LINES.

NEW MERCHANTS' LINE.

NEW YORK, ALEXANDRIA, WASHINGTON & GEORGETOWN STEAMSHIP COMPANY.

THE STEAMSHIP E. C. KNIGHT and **JOHN GIBSON** will sail from pier 25, East River, New York, for Alexandria and the District of Columbia, every SATURDAY EVENING at 4 o'clock; and will leave Alexandria every FRIDAY EVENING, at 4 o'clock, for New York.

The steamships of this line are first-class, and sail weekly between the above named ports.—The Company have made thorough arrangements for the transportation of through freight to all points north and connecting with the Alexandria, Loudoun & Hampshire, and Orange and Alexandria Railroads, and all points South and West.

All freight must be sent to the dock early on the day of sailing. For freight and passage apply to

No. 31, North Union st., Alex. C. P. HOUGHTON, & Co. Agents, Washington and Georgetown.

SMITH, BROWN & CO., Agents, 72 South st., New York.

ap 4-

NEW YORK, WASHINGTON AND ALEXANDRIA EXPRESS LINE STEAMERS.

OLD LINE.

This line will be regularly kept up during the winter months, by good and substantial Outside Steamships, leaving once a week, from pier 15, E. River, New York, and pier 11, Alexandria, connecting at New York with the Metropolitan Steamship Line to Boston, and with the Orange & Alexandria Railroad, at Alexandria.

Bills of Lading given through to Boston direct. Freight taken at lowest rates, and forwarded to all parts of the United States free of commissions.

For freight apply to M. ELDRIDGE & CO., No. 4, South Wharves, Alexandria.

JAMES HANCOCK, 104 Water street, New York.

JOHN B. DAVIDSON, 63, Water st., Georgetown, D. C.

je 1-4tf

NEW EXPRESS LINE BETWEEN PHILADELPHIA AND ALEXANDRIA GEORGETOWN AND WASHINGTON.

(VIA CANAL.)

Good substantial well adapted FREIGHT STEAMERS comprise this new line, which will sail on WEDNESDAY and SATURDAY of each week from Philadelphia, and TUESDAYS and THURSDAYS from Alexandria, at 12 m.

Freight, &c., at moderate rates. For particulars apply at

A. GENTS—M. ELDRIDGE & CO., No. 4, S. Wharves, Alexandria, Va. JOHN B. DAVIDSON, 63, Water-st., Georgetown and Washington.

WILLIAM P. CLYDE, 14, North Wharves, Philada.

je 1-4tf

BOOTS AND SHOES.

GEORGE B. WILSON,

(FORMERLY BURNS & WILSON)

FIRST-CLASS

BOOT AND SHOE STORE,

502 Seventh street,

(Under Odd Fellows' Hall)

WASHINGTON, D. C.

A large assortment of Gents', Boys', Youths', Ladies', Misses' and Children's Boots, Shoes, Gaiters and Rubbers of all kinds and sizes always on hand, cheap for cash.

ap 30-6m

L. HEILBRUN & BRO.,

506, SEVENTH STREET,

(BETWEEN D AND E STREETS.)

WASHINGTON, D. C.

ARE SELLING

AND MAKE TO ORDER,

BOOTS AND SHOES,

FOR MEN, LADIES, AND CHILDREN,

CHEAPER THAN THE CHEAPEST.

AT WHOLESALE & RETAIL.

WASHINGTON, Jan. 12-ly

PLASTER.

GROUND PLASTER.

Having leased the "Alexandria Steam Mills," on Union street, I am prepared to furnish a prime article of GROUND PLASTER on reasonable terms. I am now selling at nine dollars per ton of 2240 pounds, delivered on the cars, if the purchaser will furnish bags, or I will furnish the bags at three cents each, to be returned in ten days. If not returned in that time, an additional charge of three cents per bag will be made for every ten days, or parts thereof.

feb 25-4tf

C. F. SUTTER.

W. KEITH ARMISTEAD,

DEALER IN

LUMP AND GROUND PLASTER,

No. 16, South Wharf,

ALEXANDRIA, VA.

mh 15-4tf

E. J. MILLER,

No. 65, KING STREET,

ALEXANDRIA, VA.

Importer, Wholesale and Retail Dealer in CHINA, GLASS AND FINE ART WARE, Is now receiving his full stock of goods, consisting of Blue Edge C C and White Granite of all kinds.

French China, Dinner Sets, Tea Sets, &c. Gold Band and Decorated Tea Sets, Vases, Mugs, Toilet Sets, &c.

French Cut Glassware, in sets and by the doz. Bohemian Glassware in great variety. Tea Trays in sets and singly.

Also Tin Chamber Sets, Coal Oil Lamps, Chimneys, Shades, &c.

In fact everything usually kept in a first-class Crockery Store, to which he invites the attention of country merchants and dealers generally, as he is satisfied he can supply them with goods in his line as cheap or cheaper than they can buy them farther North.

sep 18-60m

PIANOS

VICTOR BECKER,

NO. 61, NORTH WASHINGTON STREET,

(CORNER OF QUEEN)

Will constantly keep for sale and rent

PIANOS AND MELODEONS,

Knabe & Co's. Unsurpassed Pianos.

Vose's Celebrated

Second-hand Pianos—very low.

Reed Organs for Parlors and churches.

Terms to suit the times, and every instrument warranted.

Pianos, Melodeons, Accordions, &c., tuned and repaired.

Persons in the country wishing to have their Pianos tuned or repaired, can make arrangements by addressing VICTOR BECKER, Alexandria, Va.

sep 13

FOR SALE—A number of LOTS OF GROUND, containing about 1 acre each, located at the intersection of West and Oronoco streets, which will be sold at low prices and upon reasonable terms. Apply to D. L. SMOOT, Attorney at Law, No. 8, south Royal street, Alexandria, Va.

sep 6-4tf

STEAMBOAT LINES.

POTOMAC FERRY COMPANY.

WASHINGTON AND ALEXANDRIA.—The steamboats of the company leave each place every hour, from 6 a. m. until 7 p. m., from the company wharf, foot of the Washington, and near foot of King st., Alexandria.

The steamer WAWASSET can be chartered for excursions to Glymont, or other points on the river.

FOR MOUNT VERNON.—The steamer WAWASSET will leave Washington at 1 o'clock, and Alexandria at 10:30, every THURSDAY MORNING. Returning will arrive at Alexandria about 3 p. m.

W. D. COLT, my 8-4tf Pres. Potomac Ferry Comp'y.

POTOMAC TRANSPORTATION LINE.
FOR ALEXANDRIA, WASHINGTON, AND GEORGETOWN, D. C. CONNECTING AT AQUA CREEK WITH THE RICHMOND, FREDERICKSBURG & POTOMAC R. R.

THE STEAMER EXPRESS, Captain A. C. Nickle, leaves Baltimore from Pier No. 8, Light street wharf, every TUESDAY, at 4 o'clock p. m., for the above cities, and stopping at the following way points on the Potomac: Point Lookout, Piney Point, Foxwell's Wharf, Curran's Bay, Burch's Wharf, Stone's Wharf, Chapel Point, Mathias Point, Aquia Creek, connecting with railroad to Fredericksburg and Richmond, Smith's Pt. and Glymont. Returning leaves Washington at 6 a. m., and Alexandria at 7 a. m. every SATURDAY.

THE STEAMER KENEBO, Captain E. S. Talbot, leaves Baltimore from Pier No. 8, Light street wharf, every FRIDAY, at 4 p. m., for the above cities, and stopping at the following points on the Potomac River: Mundy's Point, Kinsale, Piney Point, Plowden's Wharf, Pope's Creek, Mathias Point, Nanjemoy Stores, Aquia Creek, connecting with railroad to Fredericksburg and Richmond, Smith's Point and Glymont. Returning leaves Washington at 6 a. m., and Alexandria at 7 a. m., every WEDNESDAY.

Freight of all descriptions carried at low rates. For further information apply to J. BRODERS & CO., No. 11, King street, Alexandria.

J. BRYAN & BRO., 345 Pennsylvania st., Philadelphia.

A. NEEDHAM & SONS, 142, Light st. Wharf, Baltimore.

J. G. WATERS, 109, Water street, Georgetown.

mh 7-4tf

FOR BALTIMORE.

THE STEAMER COLUMBIA, Capt. James Harber, having received a new boiler, and been thoroughly repaired, has resumed her regular trips, leaving Baltimore every SATURDAY, at 4 o'clock, p. m. for Washington, Alexandria, and Georgetown, stopping at all her former landings.

Returning, will leave Alexandria every WEDNESDAY MORNING, at 7 o'clock.

All way freight must be prepaid.

For freight and passage apply to mh 5-10m B. WHEAT, Agent.

WALL PAPER, &c.

WALL PAPERS,

BORDERES,

FIRE BOARD PRINTS.

WINDOW PAPER

JOHN P. CLARKE

Has resumed his business at his old stand,

NO. 158, KING STREET.

HIS PAPER HANGING DEPARTMENT

contains as usual the choicest, both

PLAIN AND DECORATIVE,

of the most celebrated

FRENCH AND AMERICAN MANUFACTURE,

suitable for Parlors, Dining Rooms, Halls, &c.

All orders for PAPERING Private Dwellings and Public Buildings will be promptly executed in the most superior style at the lowest prices.